

## Sports

### DOG FANCIERS HOLD MEETING

(From Wednesday's Advertiser.)

D. P. R. Isenberg was elected mayor of the Hawaiian Kennel Club at the meeting of the organization last night, called for the purpose of reorganizing for the year and setting in motion the plans for the bench show to be held some time during the summer. In connection with this show an interesting communication was read from a well-known dog fancier of San Francisco, who wrote for particulars and intimated that it was his intention to bring down fifty or sixty purebred dogs for the competition and expected to dispose of some of them to local buyers after the exhibition.



D. P. R. ISENBERG,

Elected President of the Hawaiian Kennel Club Last Night.

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A committee was appointed from the club's membership to interview the Supervisors in regard to the impounding of stray dogs and unlicensed pet dogs about the town and the manner of destroying them. On this committee were named Thomas Sharp, T. V. King and A. R. T. Jackson. Another committee, consisting of D. P. R. Isenberg and C. T. Littlejohn, was appointed to wait on Assessor Holt and suggest a convenient size and shape for the dog tags for the year.

#### ELECTION OF OFFICERS.

The result of the contests for the various offices of the club was the choice of the following: D. P. R. Isenberg, president; Thomas Sharp, vice president; C. T. Littlejohn, secretary and treasurer; and Thomas Sharp, Wm. H. Charlock, A. R. T. Jackson, Dr. Rowat and Dr. Fitzgerald, directors.

A mammoth oil-rusher has been discovered in the Bibi-Eybat field at Baku, flowing at the rate of 120,000 barrels a day. Oil shares have jumped three per cent. on account of the new discovery.

**Weak and Exhausted—Almost Ready to Surrender and Cease Fighting the Battle of Life.**

If your blood circulates poorly and your nerves are weak; if you are despondent and discouraged, with stomach out of order, and have indigestion, sick-headache, weak muscles, and you find your day's duties almost too much for you—then there is help for you in

## AYER'S Sarsaparilla

It will arouse the digestive glands to more activity, will purify your blood, help you to refreshing sleep, and give renewed force, tone, and strength to your system in general. Ayer's Sarsaparilla has benefited many thousands of tired and discouraged people and will surely benefit you.

As now made, Ayer's Sarsaparilla contains no alcohol. There are many imitations of Ayer's Sarsaparilla. Be sure you get "AYER'S."

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

AYER'S PILLS, the best family laxative.

HOLLISTER DRUG CO., AGENTS

## NEVER SAW BOAT FROM ECLIPSE

The accusations made that the ship Port George must have seen the boat containing the survivors of the Eclipse, seems to be absolutely unfounded. When the charge was made in the afternoon papers Captain Fullerton was up town and heard of it. Naturally he felt deeply hurt and immediately started out to show that nothing of the kind was true. He called at the newspaper offices and in company with a reporter from the Advertiser and one from the Star, with John H. Drew, of the firm of Castle and Cooke, returned to his ship.

There every member of the crew, with the sole exception of the cabin boy, who was ashore at the time, was called in, and submitted to a sharp cross examination by the newspaper men and Mr. Drew, while Captain Fullerton sat by and listened. The men had no idea that they were to be examined and showed surprise at the questions which they were asked. Every one of them stated that from the time they had left San Francisco, till they were off Diamond Head, they had not seen a craft of any kind with the exception of the Irngard, Tobey and Phelps. They said that there had been no talk among the sailors about seeing a boat, which would have surely been the case had one been sighted. The second mate was on watch from 4 o'clock in the morning till 8, when the first mate and his watch took charge of the vessel.

As the sailors from the Eclipse claim that they sighted the Port George before sunrise and were very close to her at 8 o'clock, it seems impossible that they could have been within a couple of miles at the very best. At such a distance it is an easy thing for men in a boat to sight a ship but a different matter for a ship to sight a boat.

Mate Cameron, of the Eclipse, a man over sixty years of age, who is known to nearly every skipper on the Pacific, was outspoken against the sensational yarns. He said:

"Why, I know Captain Fullerton, know him well. I was going with him as second mate from Newcastle, when I got this job on the Eclipse. He could never pass a boat in distress. It is not in the man. For that matter I don't believe that it would be done by any sailor. If it was done by the master, the crew would never allow it. Captain Fullerton would have stayed there for a week to pick up if it had been necessary."

"We must have been at least two miles away from the Port George, for I am sure that it was her whom we sighted, and they never were able to see us. These yarns about being within a quarter of a mile, and of smelling coffee are foolish. I never had a smell of the coffee. The old man had his glass and said that he could see a man on the deck, but when I took the glass I could not see any one, which shows that we were pretty far away. Anyone who tells you that sort of a yarn is away off."

"I know how it is that such things happen. I was adrift from a ship in the China sea once and we were picked up by a Chinese man-of-war, but they never saw us till we were directly under their bow and if they had come much further ahead they would have run us down. Another time I was on a vessel, the Kennebunk, going to Seattle from San Francisco and we were all on deck when we heard a half. There was a boat, from another vessel that was in distress, only a few hundred feet from us. We had never seen her till just then."

"I'll back Captain Fullerton against any man alive for being true and as straight as any sailor on earth. He couldn't do such a thing. It is not in the man."

Captain Fullerton said:

"You can't imagine how it hurts to have such things said. I have been master of vessels for twenty years and there has not been a blot on my record and I hope that there never will be. I know Captain Larsen and do you think I would pass by him or anyone else at sea? Why I would lose two weeks with the ship to pick up some poor Chinamen. It is not a question of duty; in such a case it is a matter of humanity."

"I have been through this sort of thing myself. I am one of two who were saved as the only survivors of a crew of twenty-eight. When I was picked up, I was the only live man in the boat and the bodies of eleven dead men were there with me. With the memory of such an experience, do you think that I could let a boat like that from the Eclipse go past, if I knew anything about it?"

#### THE OLD ECLIPSE.

Among the seafaring men in this city the Eclipse has none too good a name. It appears that she was a very old boat and leaked continually. The last successful voyage she made was from Newcastle to Kaanapali with coal. It is stated that on this trip she needed to be pumped every day. Of course there was no great amount of danger from this, but it shows that it did not require very much to cause her to go practically to pieces.

It is said that many of her officers and men made only one trip in her on account of this trouble. Mate Girard, of the Port George, was her mate, but in Newcastle, when the two ships were in port together, he took the position of second mate on the Port George rather than the better paid job on the Eclipse. First Mate Cameron, of the Eclipse, was to go on the other vessel as second mate, but changed shortly before sailing.

## TRAGIC TALE OF THE SURVIVORS

(Continued from Page One.)

most carried away. This occurred in the afternoon at about 2 o'clock and not a member of the crew was in-

jured. From that time on the vessel leaked, but was still in a seaworthy condition. Captain Larsen saw no reason for changing his course and still headed for San Francisco.

The leak which was started was a small one, but kept increasing and the pumps were in use almost continually, from that time on. On January 6, more trouble came and it was a case of using the most extreme efforts to try to get the ship into port. The weather had not been bad, but, probably through the fault of the man at the wheel, though Captain Larsen refuses to place any blame on his crew, a heavy sea was shipped, which carried away the bulwarks.

This meant the worst kind of pilikia. The deck, heavily laden as the ship was with her cargo of fuel, was within a few feet of the water's edge. Every sea that struck her swept her clean, and, breaking the doors of the forward house, the windows and skylights, the water poured through in a torrent. This was added to the quantity already in the hold and which was constantly increasing through the leak. Danger was certainly near.

Realizing at once the peril in which his vessel was, Captain Larsen ordered a fire under the boiler of the donkey engine, used for either hoisting cargo or for the ship's pumps. This in itself was a hard matter. With the seas sweeping in as they were, it was a matter of extreme difficulty to keep the fire going. It was finally well started and steam for the pumps was ready.

The two pumps were set in action, and after working all night, it was found that there was little use in trying to keep ahead of the enormous volume of water that was pouring into the hold. The men, in the meantime, spurred to action by the gravest danger that a sailor can face, of his ship foundering at sea, worked with desperation at the hand pumps.

Work as they would it was of no avail. On the fourth day after the bulwarks had been washed away, it was found that there was eleven and a half feet of water in the hold, and though the pumps had been worked to their utmost the water had made a gain of one and a half feet during the night. The vessel was actually water-logged and with every swell more was being added. The condition of peril may be imagined from the fact that two hours after this measurement had been taken the water had gained a foot and a half more.

Reluctantly, but knowing that there was no other thing to be done, Captain Larsen gave the order to abandon ship. For eight years he had been in command of the Eclipse and to leave her now in mid-ocean, regardless of the risk which he and his men must take, was enough to cause many a man to despair. Not so with Larsen. He knew his duty. The men under him must be cared for and brought ashore in safety if that was in his power.

Two boats were lowered and both were carefully provisioned. Captain Larsen took command of the lifeboat, taking with him the following provisions: 60 gallons of water, four cases of canned salmon, 150 pounds of ship's bread, and two cases of tomatoes. A still larger supply of provisions and the same amount of water was placed in the ship's boat which was in charge of First Mate Cameron. In Cameron's boat was a supply of beef, and it was expected that as soon as calm water was reached the two boats would interchange supplies and thus even up matters.

This was not to be. The ship was abandoned on Saturday, January 11 at noon, and the next morning passed with everything well, though there was quite a heavy swell. At 5 o'clock on Sunday afternoon, the disaster occurred which cost the lives of three men and endangered the lives of the thirteen who remain today.

A heavy gale came up and Captain Larsen ordered the boats to heave to and threw out a sea anchor from his craft, also giving a line to that of the mate. This proved to be a lucky precaution. Cameron's boat broached to before a heavy swell just before midnight and was capsized. There was no chance to right her and it was only through the greatest of perseverance, aided by heroism on the part of the other men that all were rescued and brought into the lifeboat. The worst accident was that both water and provisions had been lost.

In Cameron's boat there were six men besides himself and with Larsen were eight sailors. This gave the lifeboat a total load of sixteen and had she been in perfect condition it might have been none too big a load for her. Still in her weak shape, even with her planks springing from the knees, it was possible to get along. Ropes were lashed around her bottom to hold her together, and the seams, when they parted, were stuffed with anything which could be found.

In spite of all this the boat leaked badly. At first two men, then three, were kept busy bailing and the others were compelled to endure the torture of sitting with their legs buried in the salt water. They became discouraged, thought that there was no chance to get ashore, or be picked up by a passing vessel and still, nerved to their efforts by the officers, kept on. At times they would become more disheartened, and would lay back when called on to pull on the oars. Still, in the main, they kept up as well as

could be asked.

From the time that the mate's boat capsized, however, they were compelled to go on short rations. When it came to food, there was not much trouble. In the first place the men did not feel much like eating. They were not hungry, it was more than food they wanted. It was relief of mind. But when it came to water, that was another matter. That they must have. The following ration was allowed each man per day: one-half pint of water, one quarter of a tin of salmon, two biscuits, and one-quarter of a tin of tomatoes. Of bread there was plenty, far more than was needed for the water on hand, but when it came to water it was a different matter. Picture men in the midst of the ocean, the sun beating down on them and allowed only a half pint, which was doled out to them in portions three times each day.

Here came the rub, and from the first four or five days on, there were only two men who did not drink salt water. From this the trouble arose, which resulted in three men driving themselves insane. As one of the men said: "Why, I drank bucketfuls of salt water. I couldn't help it. I must have something, and that was all that I could get."

After the second day, when the mate's boat was capsized, there was fine weather, but with sixteen men in the little lifeboat, all were cramped together and they suffered from lack of exercise. All endured the hardship well, taking what they had and making the most of it. One man was detailed to sleep on top of the water keg all the time, with others to watch him and see that he played fair. It was a matter of life and death and no one would be allowed to take advantage of an opportunity to slake his thirst at the expense of his comrades. Perhaps no such suggestion offered itself to the minds of the men, even if it did, it was given no opportunity.

So the days passed, each like the other, and with the wind, aided by the oars, bringing the men in the boat nearer and nearer to safety. Then came the greatest strain of all. About five days before the coast of Maui was sighted a French sailor named Madec Ysidore went insane. He had been drinking salt water continually, and it had proved too much for him. Shortly afterward an American boy, named Stanley Ennis, hailing from New Bedford, also lost his mind, and he was followed by a Norwegian named Pete Oleson.

All three were more or less violent and seemed happy in their frenzy. The Frenchman insisted on dancing, though there was hardly room to turn around in the boat. This continued till about eight o'clock last Saturday morning, when the ship mentioned before was sighted. Ysidore was lying beneath the thwart of the boat at the time, and when his companions announced that there was a vessel in sight, he raised himself on his knees and leaned over one of the seats. No particular attention was paid to him, till the fact was apparent that the small boat had not been seen. Then it was discovered that he was dead. Shortly after Ennis lapsed into a state of coma. He died at about four o'clock that afternoon. At daybreak it was noticed that Oleson was lying in a strained position, and investigation proved that he, too, had passed away. The bodies of the dead men were thrown overboard by their companions and all waited for what might happen next.

Land was first sighted on Friday evening by Andrew Holland, and was a welcome sight, though it appeared to be very far off, and was probably the coast of Hawaii. The intention of Captain Larsen was to make Kahului or Hilo, but he was driven out of his course by currents which were stronger than he thought, and did not land within many miles of the point for which he started.

After the failure to attract the attention of the ship which was passed on Saturday morning, the men once more started in with their work. Though disheartened, and with a very light breeze, which carried the vessel through the water at about three knots, they still had hopes and kept up their courage.

Hana was finally reached early Monday morning, and the survivors of the crew rowed the boat slowly up to the wharf. There they were greeted with surprise by the entire native population of the town. According to First Mate Cameron, policemen, tax collectors and mayor were all on hand. Seeing the condition of the men, they were immediately taken care of by the people of Hana, particularly by Manager Chalmers and George Cooper of the Hana plantation. Dr. Deas and his wife were most kind, the doctor attending to the wants of the sailors in every way possible and Mrs. Deas assisting in a manner which will long be remembered by her patients.

When the sailors arrived yesterday morning they were in good condition with the exception of their feet and legs, which were in all cases badly swollen. They were taken to the Queen's Hospital, where they now are, under the care of Dr. Ramus of the Marine Hospital Service.

In speaking of his experience, Captain Larsen said:

"Yes, we had a bad time, but all did their best and each man tried hard to get along. There were some small disputes, but they did not amount to anything, and the men behaved remarkably well. We had plenty of bread left, but when we first sighted Hana there was only a gallon and a half of water remaining. Besides this we had three cans of salmon. We could have gotten along for about three days more at a pinch."

"As soon as I saw that we were going to land safely I gave all the water we had left to the men, and they certainly enjoyed it. They suffered, but mainly, I think, on account. When we left the Eclipse, I, though I am an inveterate smoker, left all my cigars and tobacco on board. I told the men to do the same, but they would not. I got along with the same amount of water that they had and did not suffer greatly from thirst, not touching a drop of salt water. The men who used tobacco were the first to use salt water, and they suffered for it."

"I have not cabled to my owners yet, but will do so today. They are Eschen & Minor of San Francisco. They have heard of the loss of the ship already, of course, but whether they have received the details or not I do not know. A week or so in the hospital will make things right for all of us, and, of course, we will be well taken care of."

Albert Hanson, one of the sailors, and a man who has been on the sea all his life, said:

"The ship leaked from the time we set out, but a couple of hours with the hand pumps would clear her. Then we were dismayed and for three weeks all our time was taken in rigging her. In the meantime the windmill kept her clear. That worked all right till we struck a blow and the brake on the mill failed to work. She started going and blew all her blades to pieces."

"We then started to pump with the donkey engine, as we could not keep her clear by hand, and it kept getting clogged with coal and would not work well. We could do nothing with the hand pumps alone, and when we opened the hatches one morning there was the water to be seen above the coal, and rats, as long as your arm, jumped out right at you."

"Nothing could be done for the men who were lost. They would not follow the instructions which had been given them about drinking, and went crazy. It was awful when that ship, which must have been the Port George, passed right by us. I am willing to swear that she was within a quarter of a mile, and we could see the men on her decks. We had a distress signal flying, and the whole crowd was up trying to signal her. We whistled, shouted and waved tarpaulins, but it was no use. She started to come towards us, and then changed her course and went away again. A man who could not have seen us at that distance must have been blind."

The following are the names of the Eclipse survivors: Captain C. B. Larsen, Mate Cameron, Second Mate C. Johnson, Sailors Louie Leroux, Andrew Holland, Albert Hanson, Charles Ellis, Nicholas K. Brown, George Rohrer, Frank Manderson, Bert Helmick, Charles Scott and Max Bliss.

## POLICE COURT FINES TOTAL GOOGLY SUMS

Eighteen gamblers, the fruits of the two raids of Wednesday, were convicted in the police court yesterday. Seven of these were Japanese, who anted into the scale of justice to the extent of \$55. The rest were Chinese, who coughed up altogether \$66.

The result of the trial of Tagami, who was running a blind pig on King street, near Liliha, until Lieutenant Lushwa raided the place, was to add \$150 more to the pile before Judge Andrade, while three backdrivers, who had left their horses untied while soliciting patronage from the Claudine passengers in the early morning, added their mites of \$6 apiece. This made the total fines for the two hour session, \$239.

Between the collecting features of the morning the judge took time to pass a sixty day sentence on William Rosario, who had stolen \$4.50 from an Irish woman, and to listen to the plea of Frank Grau why he should have another chance. Frank advanced the argument that this was his first spree this year. His sentence was suspended for thirteen months to give him an opportunity to show how much there was in his story that he had straightened up.

The six other blind pig cases down for trial went over until February 7.

#### THANKS THE ADVERTISER.

Editor Advertiser: As a citizen, I want to thank you for the staunch editorial in this morning's paper on "No Monte Carlo Here." I find you on the right side of all moral issues. Your paper may suffer some prestige in consequence, but not only Honolulu, but all Hawaii will be benefited in the sacrifice you make. Hold the truth. Sincerely yours,

DAVID W. CRANE.  
Honolulu, Jan. 20, 1908.

## TWENTY CASES FOR FEBRUARY

The February session of the Supreme Court of the Territory will convene on Monday, February 2. Besides ten income tax cases, and the case of F. J. Lowrey and others, Trustees, against the Territory of Hawaii, remaining over from the January session, nine new cases have been added to the calendar.

The case of Lowrey and others against the Territory is the Lahaina-luna property case. Among the new cases of interest there is the case of the Territory against Sing Yuen, which involves the legality of the statute prohibiting the sale of gasoline of a lower flash test than 100 degrees Fahrenheit. Another interesting case is that of the Territory of Hawaii against L. L. McCandless, which involves the validity of the county gutter ordinance.

Still another case that has figured largely in public attention is the case of A. M. Brown against Lee Chuck and others. This is a suit to collect the penalty on bonds given by the defendants, who were caught in the grand jury gambling raid a year ago last October. The case has been known as "the 67 others" case.

The following is a complete list of the cases to be heard at the February session:

1. Frederick J. Lowrey et al., Trustees v. Territory. Original. Castle & Withington and Smith & Lewis for plaintiffs; Attorney General for defendant.
2. In re assessment of Income Taxes, Makoe Sugar Co. Appeal from Tax Appeal Court, Kauai. Attorney General and M. F. Prosser for Tax Assessor-appellee; W. A. Kinney for taxpayer-appellant.
3. In re assessment of Income Taxes, Hawaiian Commercial & Sugar Co. Appeal from Tax Appeal Court, Maui. Attorney General, M. F. Prosser and D. H. Case for Tax Assessor-appellant; Castle & Withington for taxpayer-appellee.
4. In re assessment of Income Taxes, C. F. Hart. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
5. In re assessment of Income Taxes, Hamakua Mill Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
6. In re assessment of Income Taxes, Laupahoehoe Sugar Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
7. In re assessment of Income Taxes, Pioneer Mill Co., Ltd. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
8. In re assessment of Income Taxes, Union Mill Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
9. In re assessment of Income Taxes, Waiakae Mill Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
10. In re assessment of Income Taxes, Lihue Plantation Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
11. In re assessment of Income Taxes, Honolulu Iron Works Co. Appeal from Tax Appeal Court, Oahu. H. E. Cooper for taxpayer-appellee; Attorney General and M. F. Prosser for Tax Assessor-appellant.
12. Ellen Albertina Polyblank, Trustee, et al. v. David Kawahara, et al. Appeal from Circuit Judge, First Circuit. E. C. Peters for plaintiff-appellee; C. W. Ashford for defendant-appellants.
13. Territory by Lorrin Andrews, Attorney General v. Moses Punhi, et al. Exceptions from Circuit Court, First Circuit. Attorney General for plaintiff-appellee; C. W. Ashford for defendant-appellants.
14. Joaquim Silva, doing business under the firm name of J. Silva & Co. v. Antonio J. de Freitas. Appeal from District Magistrate, Honolulu. A. G. Correa for plaintiff-appellant; Antonio Perry for defendant-appellee.
15. Territory v. Sing Yuen. Appeal from District Magistrate, Honolulu. Attorney General for plaintiff-appellee; Thompson & Clemons for defendant-appellant.
16. Territory by James W. Pratt, Commissioner of Public Lands v. Kapolani Estate, Ltd. Exceptions from Circuit Court, First Circuit. Attorney General for plaintiff-appellee; C. W. Ashford for defendant-appellant.
17. Arthur M. Brown v. Lee Chuck et al. Exceptions from Circuit Court, First Circuit. M. F. Prosser for plaintiff-appellant; R. W. Breckons for defendant Lee Chuck-appellee.
18. John F. Colburn, Trustee v. George H. Holt et al. Appeal from District Magistrate, Ewa. C. W. Ashford and C. A. Long for plaintiff-appellant; Smith & Lewis, Holmes & Stanley, A. G. M. Robertson, E. M. Watson and W. W. Thayer for defendant-appellees.
19. Territory v. L. L. McCandless et al. Exceptions from Circuit Court, First Circuit. John W. Cathcart for plaintiff-appellee; A. G. M. Robertson for defendant-appellants.
20. In the matter of the Estate of Robert W. Holt, deceased. Appeal from Circuit Judge, First Circuit. C. W. Ashford and E. M. Watson for John F. Colburn, Trustee-appellant.

AH CHEE IS SUE.  
H. Hackford & Company have begun suit against Ah Chee, of Waiakae, this Island, for an alleged indebtedness of \$192.98.